New LPG Bottling Plants

*295. SHRI S. VIDUTHALAI VIRUMBI:

SHRI V. GOPALSAMY:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the number of LPG bottling plants proposed to be set up by the Indian Oil Corporation in the near future and the places where these are to be located;

(b) what will be the proposed capacity of each plant and also the investment to be made for the setting up of these plants, plant-wise; and

(c) by when each of these plants is likely to be commissioned?

* THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI BRAHM DUTT): (a) to (c)

S.No.	Location of the bottling plant	Capacity (MTPA)	Anticipated date of commissioning	Approximate cost (Rs. in crore)
1	Tikrikalan Phase III (Delhi)	23,000	August, 1989	26.02 (including cost of phases I & II of the Plant).
2	Varanasi (Uttar Pradesh)	25,000	Original date-July, 1989, the revised date is being assessed.	41.06
3	Vijayawada (Andhra Pradesh)	10,000	October, 1990	4.27
4	Cochin (Kerala)	25,000	24 months from land acquisition.	18.00
5	Calicut (Kerala)	10,000	18 months from land acquisition.	4.00
6	Silchar (Assam)	5,000	1991-92	7.27

Transporting of Maruti Vehicles by Private Carriers

*296. SHRI MOHINDER SINGH LATHER:

SHRI VIRENDRA VERMA:

Will the Minister of INDUSTRY be pleased to state:

(a) whether it is a fact that M/s. Maruti Udyog Ltd. has shifted from Railways to private carriers for transporting its vehicles to various parts of the country even though the rates offered by the Railways are cheaper;

(b) if so, what are the comparatie rates of transportation offered by thev Railways and the private carriers; and

(c) what are the considerations which weighed with the company to shift to private carriers stating the manner in which the private carriers were selected/appointed?

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO): (a) Since the inception of sales by Maruti the bulk of vehicles have been transported to the dealer cities by road while a

small proportion were being moved by the Railways. The movement by the Railways has been discontinued since April, 1989, because the rates offered by them for 1989-90 were not cheaper than those for road transport.

(b) A statement indicating the comparative rates of transportation offered by the Railways and the private carriers is laid on the Table of the House [*See* Appendix CLI, Annexure, No. 144].

(c) The considerations which weighed with Maruti Udyog Limited to shift to road transport were the cost of transportation including the inventory cost during transit time.

Transportation rates were initially fixed on the basis of a tender and transporters were appointed on the basis of applications received. Thereafter, Maruti dealers and some ex-servicemen have also taken up transportation of vehicles.

Manufacture of Montana Car by M/s. Sipani Automobiles Limited

*297. SHRI D. B. CHANDRE GOWDA: Will the Minister of INDUSTRY be pleased to state:

(a) whether Government have granted road worthiness certificate to M/s. Sipani Automobiles Limited for their diesel Montana car;

(b) if so, when was this certificate issued;

(c) whether Government have also granted licence to the company for manufacture of these cars; and

(d) if so, by when the cars are likely to be made available in the market?

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO): (a) and (b) M/s. Sipani Automobiles Ltd, have been issued a road-worthiness certificate for Montana 4D diesel car by Vehicles Research and Development Establishment, Ahmednagar, in March, 1989.

(c) M/s. Sipani Automobiles Limited holds a carry-on-business (COB) licence to manufacture passenger cars.

(d) The company has reported that the delivery of the diesel Montana cars is expected to commence in October, 1989.

Shortage of Raw Materials being faced by 'Agarbati Industry'

*298. SHRI ISH DUTT YADAV: SHRI BAIKUNTHA NATH SAHU:

Will the Minister of INDUSTRY be pleased to state:

(a) whether the 'Agarbati' industry is facing severe shortage of raw materials;

(b) whether it is a fact that production and export of 'Agarbat will face serious set back if the raw material supply position does not ease in the near future; and

(c) if so, what steps are being taken for the supply of adequate quantity of raw materials to save the 'Agarbati' industry?

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO): (a) to (c) No, Sir. A number of steps have been taken recently to ensure supply of adequate quantity of raw materials to 'Agarbathi' Industry. These include reduction in the import duty on 'Jigat' (Bark of Machilus Makarantha), allowing Inter-State Movement of raw materials and promotion of plantation of 'Jigat' yielding trees in non-forest areas, as a long term solution.